

[Shri P. G. Mavalankar]

goods for Kankaria and cart them back to Vatva. This obviously adds to considerable expenses and still worst is the problem of double octroi at Ahmedabad and again at Vatva."

This is unjust and I hope that the shed will be constructed as early as possible.

The prevalence of ticketless travel in our railways speaks of our national character and integrity. It is said that lakhs of people travel without tickets and cause such a heavy loss to the railways. Some persons who are appointed on the enquiry committee to go into ticketless travel themselves, according to some newspapers 'reports, travel without tickets.' I want the Railway Minister to utilise the services of voluntary workers and organisations and some enlightened students and youth in order to check this evil.

If the railways want to develop properly they need to plan ahead. Already the Ahmedabad station is finding it difficult, within three or four years, to provide several facilities. The platforms and floor area are lesser than needed and other amenities are not adequate. There is much congestion. The Ministry should take a long range view and what they do today should be good enough for atleast 10 or 20 years.

Those who travel by third class are millions. In our country irrespective of parties we all say that their needs have to be attended to and better facilities should be given to these passengers. Those who pay more revenue, their amenities and facilities should also be attended to. Having said this I also want to say that the demand of bonus by the railway employees should be looked into sympathetically by the Minister.

One or two small points before I conclude. I had the pleasure of travelling from Delhi to Baroda last week in the Rajadhani Express. It leaves Delhi at 4.20. I do not like the time. It can be made to leave at 4.15 or 4.25. Secondly they can provide

small pillow to the travellers at a nominal cost and passengers who wish to have it may have it. In the United States if you travel by greyhound buses they do so and the travellers pay a nominal amount; they find it convenient, they can retire or sleep better. With these words I hope that in his regime, the Railway Minister will see that our railways become not only a national prestige but a matter of pride in the comity of nations.

16.30 hrs.

ORISSA BUDGET, 1973-74

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH : Sir, The House is aware that by a Proclamation of the 3rd March, 1973, under Article 356 of the Constitution of India, the President assumed to himself all the functions of the Government of the State of Orissa and all powers vested in or exercisable by the Governor of the State. Under the Proclamation, the Legislative Assembly of the State stands dissolved and the powers of the Assembly are to be exercised by or under the authority of Parliament. Accordingly, I lay before the House the Annual Financial Statement of the State of Orissa for the financial year commencing on the 1st April, 1973. The House will be moved to make supplies needed for the first four months of 1973-74.

With your permission, Sir, I wish to make a brief mention of the broad features of the estimates.

*Revised Estimates, 1972-73*

The revenue receipts for the year shortly coming to a close are now estimated at Rs. 170.89 crores, which is Rs. 7.32 crores more than the original estimates. The expenditure met from revenue, estimated at Rs. 200.80 crores, however, exceeds the original estimates by Rs. 23.54 crores owing to a steep rise in inescapable expenditure on relief operations as well as due to grant of additional dearness allowance to the State employees. As a result, the revenue account is estimated to have a deficit of Rs. 29.91 crores. On the capital side, because of sizeable increase in receipt of loans from the Central Government, including the

special accommodation of Rs. 38.80 crores provided to the State to meet its deficit on non-Plan account, there is expected to be a surplus of Rs. 36.51 crores. Thus, the State will have an over-all surplus of Rs. 6.60 crores, thereby not only wiping out the overdraft of Rs. 6.23 crores with which the year was started but also close the year with a nominal cash balance of Rs. 37 lakhs.

*Budget Estimates, 1973-74*

For 1973-74, the estimates of revenue receipts are placed at Rs. 175.79 crores, reflecting an improvement of Rs. 4.90 crores over the revised estimates for the current year. Expenditure on revenue account is estimated at Rs. 206.79 crores, resulting in an estimated deficit of Rs. 31 crores on revenue account. Receipts on capital account are estimated at Rs. 123.47 crores and disbursements at Rs. 94.50 crores. In spite of the surplus of Rs. 28.97 crores on capital account, the estimates for 1973-74 leave an overall deficit of Rs. 2.03 crores. Although a part of this deficit is likely to be covered by the State's share of the additional resources mobilisation proposed by the Central Government, it will be essential for the State to make special and concerted efforts to improve the collection of arrears of Government dues as well as effect economy in non-developmental expenditure to fully cover the deficit in its budget.

*Plan Outlay*

Against an amount of Rs. 57.35 crores, in the current year, the outlay on the State's Plan in 1973-74 is envisaged at Rs. 64.48 crores, comprising Rs. 52.41 crores provided in the State Budget and Rs. 12.07 crores to be incurred by the State Electricity Board. The Central assistance for implementation of the State Plan in 1973-74 is estimated at Rs. 37.03 crores. Of the contemplated Plan outlay, Rs. 28.56 crores, which is about 44 per cent of the total, is for irrigation and power schemes, Rs. 13.57 crores, i.e., nearly 20 per cent is on social services, and Rs. 12.52 crores, which is more than 19 per cent, is on agricultural programmes.

The estimates for 1973-74 also include a provision of Rs. 21.80 crores, comprising

s. 18.58 crores in the revenue account and Rs. 3.22 crores in the capital account for schemes forming part of the Central sector of the Plan. Special Employment Programmes designed to relieve unemployment among Small and Marginal Farmers and Agricultural Labour as well as the educated unemployed are among the various schemes covered by this allocation.

**16.35 hrs.**

**SUPPLEMENTARY DEMANDS FOR GRANTS, ORISSA 1972-73**

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): I beg to present a statement showing Supplementary Demands for Grants in respect of the State of Orissa for 1972-73.

**16.36 hrs.**

**DEMANDS FOR GRANTS (RAILWAYS), 1973-74—contd.**

MR. CHAIRMAN : We shall now resume the discussion on the Railway Demands. Mr. Shvarath Singh.

श्री शिवनाथ सिंह (झुनुझुनु) : सभापति जी, रेलवे की डिमांड्स पर बोलते हुये मैं केवल राजस्थान की कुछ समस्याओं की ओर ध्यान आकर्षित करना चाहूंगा। लेकिन उससे पहले मैं दो तीन बातें जो पालिसी डेसीशन से सम्बन्ध रखती है, वह निवेदन करना चाहता हूँ। मेरा सबसे पहला निवेदन है कि मीटर गेज का एक ही जोन हो। आज कोई वेस्टर्न जोन में है, कोई नार्दर्न जोन में बंटा हुआ है। आपस में कोअर्डिनेशन नहीं है। राजस्थान प्रान्त भी दो जोन्स में बंटा हुआ है। अजमेर तक वेस्टर्न जोन है और अजमेर से आगे नार्दर्न जोन है। आपस में किसी प्रकार का कोअर्डिनेशन नहीं है। इसलिए सरकार और रेलवे मंत्रालय थोड़ा सोचें कि दूर जितना भी मीटर गेज का एरिया है वह एक जोन में रखा जाये ताकि आपस में कोअर्डिनेशन हो सके।

दूसरा निवेदन मैं आपसे यह करना चाहूंगा कि सर्वाडिनेट सर्विसेज जो रेलवेज की है वेस्टर्न जोन हो या नार्दर्न जोन हो,